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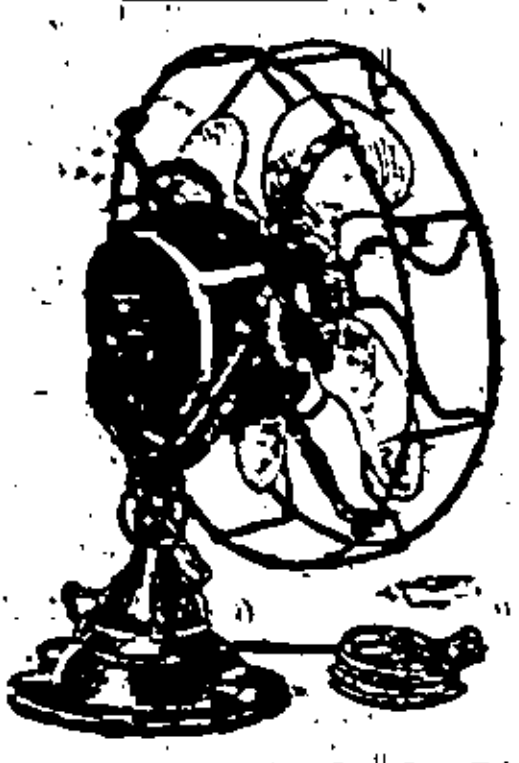
May 13, 1921, Temperature 80 Barometer 29.71 Rainfall 0.00 inch. Humidity 86. May 16, 1920, Temperature 75.

No. 18,259. 一拜禮 號六十月五年一十二百九千一英 HONGKONG, MONDAY, MAY 16, 1921. 日九初月四酉辛未年十國民華中 PRICE \$3.00 Per Month.

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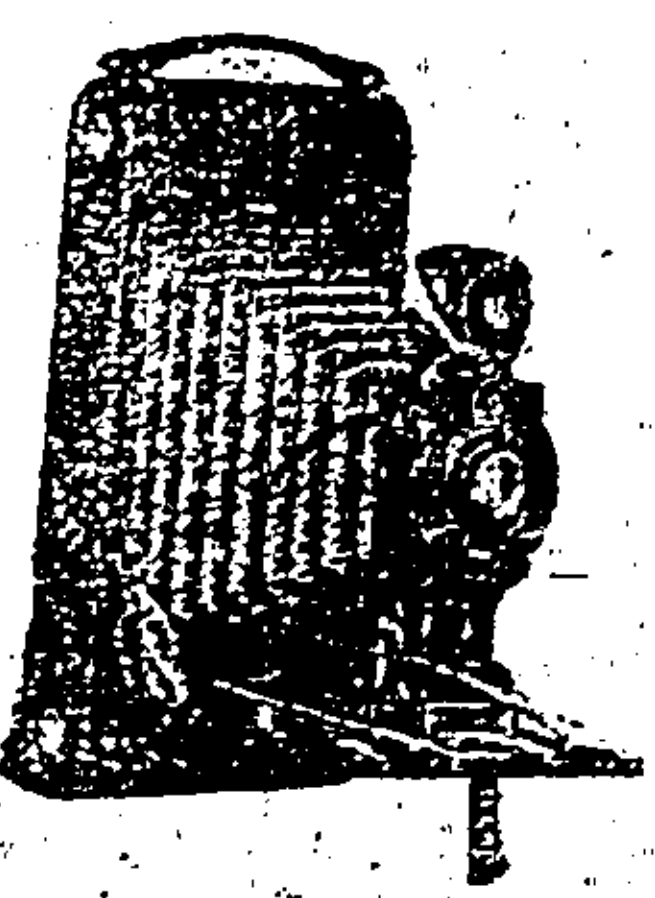
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TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

FATAL STRIKE RIOTS.

MARTIAL LAW IN WEST VIRGINIA AND KENTUCKY.

WASHINGTON, May 15.

President Harding has signed a proclamation declaring martial law on the West Virginia and Kentucky coalfields where half a dozen men were shot dead in the course of strike riots. The promulgation of the proclamation is subject to the discretion of Mr. Weeks, the War Minister who is awaiting further information.

UPPER SILESIA.

BERLIN, May 15.

Herr Wirth, referring to Upper Silesia, declared that he agreed to the Allies deciding the question upon the basis of the Versailles Treaty in accordance with the strict application of the plebiscite.

PRINCE HIROHITO.

DISTINGUISHED COMPANY AT CHEQUERS.

LONDON, May 15.

Prince Hirohito greatly impressed the distinguished company assembled at Chequers by his deep interest in and general knowledge of the subjects discussed at luncheon. Afterwards accompanied by the Premier he took a bird's eye view of the surrounding scenery over which he was enthusiastic. He then motored to London, his car being the first to traverse the new victory drive across the estate.

SINN FEIN OUTRAGES.

MASKED MEN RAID LIVERPOOL HOUSES.

LONDON, May 15.

A series of outrages similar to that carried out in London (mentioned in our earlier cables) occurred simultaneously in Liverpool. The intruders composed of small groups of armed and masked men used motors and visited the houses of relatives of members of the Irish Constabulary which they set fire.

A further outrage attributed to Sinn Feiners was committed at St. Albans last night when three entered the house and fired revolver shots at and wounded a former member of the Royal Irish Constabulary and his wife. They hit them on the head with the butt of the revolver and then escaped.

FRENCH EXPRESS DERAILED.

FATAL TRAFFIC COLLISION FOLLOWS RAILWAY SMASH.

LYONS, May 15.

Four persons were killed and 14 injured through the derailing of the Paris-Toulouse express. Seven persons were killed and 33 injured in a collision near La Bachelerie owing to the congestion of traffic due to the derailing of the express.

U. S. IMMIGRATION BILL.

LONDON, May 5.

The Senate and the House of Representatives have adopted the conference report on the emergency immigration restriction bill which now goes to President Harding.

WASHINGTON.

THE NEW REGIME.

PRESIDENT HARDING'S START.

Three notes are struck in Washington as the new Administration gets to work. The first is the note of simplicity and accessibility. The Hardings are "homey" people. They set out to restore the good old-fashioned American way—"the same" one paper puts it, "as mother used to make." Hence the initial symbolic act of removing the policemen from the barriers of the White House and throwing open the gates so that the people may not only come near but may "peek in" at the windows and see the President at work. It is easy, however, to exaggerate the importance of this kind of open door. Even Mr. Wilson favoured it at the beginning. The White House, he declared, would be open to all—except office-seekers. The protective barrier had soon to be restored. The Wilsonian exception is not named by Mr. Harding. In the circumstances it could not be. Eight long years in the wilderness have produced a multitude of deserving Republicans to be provided for, and the President, in bewilderment beyond his open door, will soon be ready with the Biblical cry of distress, "Who are these that fly as a cloud, and as doves to our windows?"

The second note to be struck is that of bustle. The Republicans are resolved to let the country know that it has a Chief Executive once more. And the third note is that of conference and confidence. The President is ready to consult almost anybody.

The extraordinary difficulties confronting the new Administration are at once revealed. During the election it was nobody's business, with the victorious party, to emphasise the absolute contradictions on the international issue between Elihu

GAMBLERS SURPRISED.

POLICE RAID FLAT.

BOLD BID FOR FREEDOM FAILS.

The West Point police conducted a gambling raid on the third floor of No. 39, Belchers Street, Kennedy Town, on Saturday night and took five gamblers by surprise. Four men surrendered without resistance but the fifth man made a bold bid for freedom. He rushed to the verandah and vaulting over the railings was gaining the rain water pipe when he missed his hold and fell into the verandah of the floor below, receiving a broken wrist. He was removed to a hospital.

Three fatal cases of smallpox, Chinese, were reported on Friday.

At the Magistracy on Saturday, Magistrate Lindell passed sentence of twelve months' hard labour on the Chinese fireman of H.M.S. "Moorhen" who was charged with the unlawful possession, on board the ship, of 730lbs of raw opium.

Root, Henry Cabot Lodge, and Hiram Johnson. Since the election, people have conspired to postpone the test of policy until the Republicans were actually in the seat of authority. Now, as they address themselves to the task, the two things they are made to realise are that certain decisions on questions of immense gravity must be reached at once, and secondly that the party has returned to power—and to so vast a range of power—without having resolved its own inner confusions or attained even so much as a small common measure of policy in respect of the world crisis.

EARLIER TELEGRAMS.

(Reader's Service to the China Mail.)

IRISH PARLIAMENTS.

LONDON, May 14th.

The elections for the South of Ireland Parliament have been completed, and show the unopposed return of 124 Republicans and 4 Conservatives.

THE COAL STRIKE.

LONDON, May 14th.

The extension of the industrial trouble during the week-end is not likely. It is stated that the Premier has invited coal owners and miners to a fresh conference at Chequers after Wednesday, when he has finished entertaining Prince Hirohito. In the meanwhile coal is being moved from the ports to the industrial centres without a hitch.

LATER.

Despite the outward gravity of the fresh coal strike, complications, ministers and parliamentarians, generally, do not anticipate a serious extension of the railway trouble. It is believed that the Premier is summoning a new conference of owners and miners to meet him at Chequers next week with a view to discussing fresh proposals.

LONDON, May 15th.

A dramatic change has occurred in the coal strike situation. It appears that transport workers and railwaymen are again listening to common sense, and recognising the fact that public feeling on the question of a strike is solid against the miners. Mr. Frank Hodgson (first secretary of the Miners' Federation) has declared that the psychological moment for Triple Alliance action has gone. He said the best aid that they (the transport workers and railwaymen) could give the miners was to stop.

Mr. Cramp, moreover, has asked the strikers to issue instructions for the payment of full wages for the suspended railwaymen.

The workers at the Greenwich power station came out on strike with the object of paralysing the South London tramways, which, however, were not stopped, owing to the assistance of officials and volunteers.

CRICKET.

PERTH, May 14th.

In splendid weather on a fast wicket, before a very fashionable gathering of 5,000, including officers from the Japanese warship, Collis made 75, Macarney 55, including 10 fours, and Barclay 12, including 11 fours. The Australians had scored 345 runs for 5 wickets as the close of play. Surrey beat Warwick by five wickets. Sussex beat Essex by six wickets. Middlesex beat Lancashire by four wickets. Cambridge beat Lancashire by five wickets.

JAPANESE CROWN PRINCE.

Mr. Lloyd George is spending the week-end at Chequers, where he will entertain a party to meet H.R.H. Prince Hirohito.

LONDON, May 14th.

Accompanied by Prince Radna and Viscount Chinda, Prince Hirohito paid an interesting visit to Oxford University. His Imperial Highness inspected the college and the playing fields. At a rowing practice Prince Hirohito was enthusiastically greeted by rowers. He returned to London in the evening.

REVIEW OF BOY SCOUTS.

LONDON, May 14th.

Prince Hirohito, this morning, inspected a large gathering of Boy Scouts at Chequers, and was highly interested in the exercises. Later, he stayed, through Viscount Chinda, that when he returned to Japan he would tell the Japanese Boy Scouts his practical experience of the English Boy Scouts, and he hoped this would help them to develop similarly to the English Scouts.

General Hasegawa, who was delighted with the reception accorded to him along the country roads, then motored to the Premier's residence, Chequers, where he was received by Mr. Lloyd George at the main entrance, and lunched with Mr. and Mrs. Lloyd George and a large party.

ANGLO-JAPANESE TREATY AND AUSTRALIA.

COLOMBO, May 14th.

The Rt. Hon. W. M. Hughes, who is on his way to London to attend the Imperial Cabinet meeting, interviewed, said that personally he favoured the renewal of the Anglo-Japanese Treaty, also inter-Dominion co-operation as regards armaments.

He concluded, "Australia wants friends, not enemies."

JAPANESE RELATIONS WITH TURKEY.

CONSTANTINOPLE, May 14th.

The Sultan granted an audience to Mr. Uchida, the Japanese Commissioner, thus inaugurating Turco-Japanese diplomatic relations.

BY-ELECTIONS.

LONDON, May 14th.

In the by-election at Penrith the result was—
Mr. Cecil Lither (Coalition Unionist) brother of the ex-Speaker, 7,678
Mr. C. Collier (Independent Liberal), 7,647
The seat was unopposed since 1895.

The Coalitionist Mr. Thomas Lloyd has been elected unopposed at Abingdon, in place of Mr. Illingworth, ex-Postmaster-General, who has been raised to the peerage.

NEW ZEALAND.

LONDON, May 15th.

A postage has been conferred on the Rt. Hon. A. H. Illingworth, ex-Postmaster-General.

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We supply all sorts of Economical, Industrial and Commercial Seeds.
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NOTICES.

LAMBERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions to sell by Public Auction,

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WEDNESDAY, May 18, 1921,
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Kowloon.A Large Quantity of Round,
Square and Flat Iron Bars,
Iron Sheets, Angle Iron, Steel
Plate, Wire Sharps, etc.Also
A Quantity of
Miscellaneous Goods.Terms:—Cash on delivery.
LAMBERT BROS.,
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FRIDAY, May 20, 1921,
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A Valuable Collection of Antique
China and Ceramics.from Sung to Ming Dynasties and
Rough to Tzongwang Periods,
comprising:—A-coloured, decorated, blue and
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ornaments, ivory and wood carvings,
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Catalogues will be issued.

Terms:—Cash on delivery.

LAMBERT BROS.,
Auctioneers.

Hongkong, May 14, 1921.

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MONDAY, May 23, 1921,
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manner, the plant will be sold
piecemeal).

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M.R. Intending purchasers can
travel by the train leaving Kowloon at
9.45 a.m. and can return by the train
leaving Sun Chuen at 11.40 a.m.Inspection orders may be had on
application to the undersigned.LAMBERT BROS.,
Auctioneers.

Hongkong, April 27, 1921.

BY ORDER OF THE MORTGAGEES

MESSRS. LAMBERT BROS. are
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which now lies in the Typhoon Refuge,
at YAU MATI,

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PUBLIC AUCTION,

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THURSDAY,the 26th day of May, 1921, at 3 p.m.,
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proximately 1800 tons capacity with
accommodation for about 800 Chinese
Passengers now nearing completion.
For particulars to view apply to Messrs.
LAMBERT BROS., the Auctioneers.

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THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

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Messrs. JOHNSON STOKES & MASTER,
Solicitors, &c., Hongkong.Sole Agents for Hongkong and South China,
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Solicitors, &c., Hongkong.Sole Agents for Hongkong and South China,
Messrs. JOHNSON STOKES & MASTER,
Solicitors, &c., Hongkong.The
"Three Castles"
Virginia Cigarettes

This Advertisement is issued by British-American Tobacco Co. (China), Ltd.

HOME TRADE.

MANCHESTER MARKET.

WEEKLY MAIL REPORT.

Messrs. James F. Hutton & Co.,
Ltd., Manchester, reported on Wednes-
day, April 6:—

Since we last issued this report, cotton prices have fluctuated considerably. The better tone developed, and a steady improvement took place up to the close before the holidays, when American fully middling, current month, was quoted 8.19 at Liverpool. On the reopening of the markets, however, it appeared that Southern holders of cotton were anxious to take advantage of the substantial rise which had occurred, and fairly heavy selling caused a setback. Following this, the commencement of the coal strike here has had a very gloomy influence and prices have eased further. Unfortunately the outlook here is further complicated by the possibility of the stoppage extending to the railway and transport workers who are at present considering the advisability of coming out in sympathy with the miners. Apart from these unsettling factors, the cotton position remains comparatively healthy and seems likely to respond quickly should a settlement of the disputes take place. The improvement in the yarn and cloth sections has made further progress. Enquiry has again been extensive and a moderate amount of business has been arranged. Both yarn and cloth prices are higher, Egyptians being advanced up to 6d per lb. India has again been the most active of the overseas markets with Calcutta and Karachi the chief buyers. The demand has broadened and in addition to further substantial business in Dhooties and light goods, fair lines of shirtings have been bought. China remains quiet but odd lots of greys have been fixed up. The Home trade, Singapore and Java have also bought a little. Unfortunately the coal stoppage is now seriously restricting business as in addition to its weakening influence in the cotton markets, it is impossible to give any definite delivery time for orders. Should a settlement not be reached, very soon there is no doubt that the strike will react very unfavourably on the improvement which has recently taken place and values may be weakened slightly. This is likely to be only temporary however, and against this it must be borne in mind that little business can be placed with the result that the ultimate effect will be to strengthen prices rather than otherwise.

Messrs. James F. Hutton & Co.,
Ltd., Manchester, reported on April
13:—

TALKING PICTURES.

THE GREAT INVENTION.

FURTHER PARTICULARS.

A speaking cinema film is said to
have been invented at last.

No one who has watched the phenomenal development of cinematography will be at all astonished by the early promise of films in which the human voice will be as accurately reproduced as facial expression and gesture are by the camera (says a writer in the *Yorkshire Post*). There has been a restless striving among inventors to surmount what has been felt to be "the handicap of silence" of the cinema screen. Now the claim is made, quite circumstantially, that the problem has been solved and that shortly speaking films will be on the market.

COMPANY BEING FLOATED.

After experiments extending over more than ten years, it is reported a Swedish engineer, M. Sven Berglund, has invented a speaking film which ensures simultaneous production of sound and picture.

Professor Arrhenius, the famous scientist and Nobel prize-winner, declares that a difficult problem has been solved. Already a company is being floated in Sweden, with a share capital of 630,000 kronen (£36,000), with the object of exploiting the invention.

IS SILENCE A HANDICAP?

Naturally the announcement has attracted a good deal of interest in the trade but there is a lack of unanimity as to whether, even supposing the new invention to be all that is claimed for it, "talking pictures" will be an improvement. There is a disposition to deny that the present silence of the cinema screen is a handicap. The art of sub-titling and the remarkable developments in the arts of production of modern "photo-plays" have, it is contended, supplied whatever deficiency there may originally have been in films because of the absence of the spoken word.

On the other hand, there are those who see in the innovation the opening-out of yet greater "worlds to conquer" for the cinema.

CHARLIE CHAPLIN TO BE SERIOUS.

Charlie Chaplin, greatest of the curd pie comedians, plans to produce serious photoplays—at least according to reports from the American studio cities. "This decision, it is said, followed the enthusiastic reception of his latest picture, 'The Kid,' which was a unique combination of tragedy slapstick comedy. In this picture, Chaplin appeared with his mistle and acrobatic feet, as of old, but surrounded his audience by playing a profound and intensely moving story based on the theme of mother-love."

CROUP.

HIV disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears and then send for medicine and let the child suffer until it can be obtained. Chamberlain's Cough Remedy is prompt and effective and has never been known to fail in any case. Always have a bottle in the house. For sale by all Chemists and Storekeepers.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

"ENSIGN BRAND" TEAS.

BROKEN-PEKOE (IT'S WORTH DRINKING).

THE FINEST OF ITS KIND
SOLD IN THE COLONY.

One-pound Packets from Store-keepers,

The Blue Bird and

The Graeco Egyptian Tobacco Store.

Or from

The Gladale & Terramia Tea Agency.

DANIELS & CO., 17, Wyndham (Flower) Street.

TRIALS SOLICITED BY

JAMES STEER

THE CHRONOMETER AND WATCH MAKER

(Contractor to H. M. Naval Yard.)

8, Ice House Street, Hongkong.

LONG HING & CO., PHOTO SUPPLIES.

DEVELOPING & PRINTING A SPECIALITY.

No. 174, QUEEN'S ROAD CENTRAL, HONGKONG.

HOTELS AND CAFES.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS,

THE REPULSE BAY HOTEL,

AND THE

HONGKONG HOTEL GARAGE.

J. H. TAGGART,
Manager.

THE PEAK HOTEL.

1,500 Feet above Sea Level.

15 Minutes from Landing Stage.

Under the Management of—

Mrs. BLAIR.

(Two minutes from Star Ferry).

PALACE HOTEL KOWLOON

Recently renovated and refurbished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to families on application to

Telephone K. 3. Telegraphic Address: "PALACE."

J. H. OXBERRY, Proprietor.

HOTEL "ASIA"

WEST BUND, CANTON.

Leading Hotel in South China.

First class Accommodation. Electric Lights, Fans and
Elevators. Roof Garden. Hairdressing Saloon.

Splendid Views of City and Pearl River.

Excellent Cuisine. Moderate Rates.

Under the Management of the

SUN CO., LTD., CANTON.

KING EDWARD HOTEL

CENTRAL LOCATION

ALL KITCHENS TRAMWAYS Free Entrance, Elec-
tric Lifts, Fans and Lighting, European
Cuisine and Laundry Facilities, Telephone and
Water System throughout. Bar at First and
Second Floors. Telegraphic Address: "VICTORIA"
J. WITCHER, Manager.

FRENCH LESSONS

G. MOUSSEON

15, Macleay Street, Kowloon.

Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.

Coal Contractors
General Brokers.
PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE GOVERNMENT),

WEDNESDAY,
May 18, 1921, commencing at
2.30 p.m., at their Sales Rooms,
No. 5, Des Vaux Road, Corner of
Lee House Street.

TEAKWOOD AND BLACKWOOD
FURNITURE, BRASS AND TEAK-
WOOD TWIN BEDSTEADS,
CARPETS.

Also, comprising—

Dining Suites, Chesterfield Sofas,
Arm-chairs (new), Card and Occasional
Tables, Teakwood Twin Bedsteads,
large and small Wardrobes, Dressing
Tables and Chairs, Washstands, etc.,
(lumed Teakwood), Sideboards, Dinner
Wagons, Dinner Services, Crockery,
Glass Ware, Cooking Stoves, Cutlery,
etc., Each Room Utensils, Electro-plated
Ware, One American Ice Chest.
Electric Reading Lamps, Screens,
Sundry Blackwood Furniture, Chairs,
Cabinets, Pictures, etc.

Also

One Sporting Gun and Automatic
Revolver.
(Full Particulars from Catalogue).

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, May 12, 1921.

G. R.

THE Undersigned have received instructions to sell by Public Auction,
on

FRIDAY,

May 20, 1921, at 10.30 a.m.,
at Royal Army Service Corps Pier.

W. D. Vessel "HERCULES"

Length - 85 feet.
Beam - 17 " 2 inches.
Depth - 10 " 3 "
Displacement Tonnage 170 Tons.
Engine - Cox's Falmouth.
Horse Power - 250 H.P.
Knots 10. Working Pressure per
square inch 150 lbs.
Built at Falmouth.

Materials of Construction Wood to
water Line Iron Plated.
Approximate Carrying Capacity 25
Tons or 100 Passengers.

As the now lies.
A detailed list of fittings to be sold
with the ship may be seen at these
offices.

The vessel will be open to inspection
from 10th May to the day of sale in-
clusive between hours of 10 a.m. and
4 p.m.

Permits for inspection will be issued
on application to the undersigned.
Ship cannot be viewed without
permit.

Terms—Cash.

HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, May 9, 1921.

INTIMATIONS.

EX SERVICE ASSOCIATION.

AT a MEETING convened by H. E.
The General Officer Commanding,
Sir G. M. KIRKPATRICK, K.C.B.,
K.C.S.I. in the R. A. THEATRE,
Hongkong, at 5.30 p.m. on THURSDAY,
April 21st, 1921, it was unanimously
decided to form an Ex Service Associa-
tion in Hongkong and China under the
title of—

"THE BRITISH LEGION"

Hongkong & China Branch.

which it is hoped all Ex. Service Men
or Women, of whatever rank will join.

A pamphlet setting out the objects of
the Legion and forms of application for
Membership and Associate Membership
may be had on application to the

Hon. Secretary and Treasurer,
"BRITISH LEGION,"

14, Pedder Street,
Hongkong.

Hongkong, May 11, 1921.

MUMEYA

Japanese Photographers.

We have removed our Premises to
No. 34, Queen's Road, G.

Sitting hours from 9 a.m. to 2 p.m.

Portrait-photos finished
in one hour.

**WANT
ADVERTISEMENTS**
25 WORDS 3 INSERTIONS,
\$1. FREPAID.
Every additional word 4 Cents
for 3 insertions.

TO LET.

ONE LARGE GODOWN, (known as
the Mody's Warehouse Godown),
Two Large Rooms (with Verandah)
situated Queen's Road East, suitable for
European's Residence. Apply to LEE
BROS. & CO., 202, Queen's Road Central.

FOR SALE.

FOR SALE—ONE or TWO LOTS of
about seven minutes by Ricksha from
Ferry. For plan & further particulars
apply Box 1288, c/o "China Mail."

INTIMATIONS.

THE HONGKONG ELECTRIC CO.,
LIMITED.

NOTICE IS HEREBY GIVEN that
the THIRTY SECOND ORDINARY
GENERAL MEETING will be held
at the Company's Offices, St.
George's Building, on SATURDAY,
21st May, 1921, at 11.30 a.m. for
the purpose of presenting the Report
of the Directors together with a State-
ment of Accounts to 28th February,
1921, and electing Directors and
Auditor. The Transfer Books of the
Company will be closed from the 14th
to the 21st May, 1921, both days
inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
LTD.,
Agents.
Hongkong, May 4, 1921.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that
the 48th ORDINARY YEARLY
MEETING of the Society will be held
at its Head Office, Nos. 3 and 4, Queen's
Buildings, Hongkong, on FRIDAY,
May 27th, 1921, at Noon, for the pur-
pose of receiving the Report of the
Directors together with the Statements
of Account to 31st December, 1920,
and of declaring Dividends, etc.

The TRANSFER BOOKS of the
Society will be CLOSED from 14th
May to 27th May, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, May 5, 1921.

BRITISH TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that
the 55th ORDINARY YEARLY
MEETING of the Company will be held
at its Head Office, Nos. 3 and 4, Queen's
Buildings, Hongkong, on FRIDAY,
May 27th, 1921, at 12.30 p.m., for the
purpose of receiving the Report of the
Directors together with the Statements
of Account to 31st December, 1920,
and of declaring Dividends, etc.

The TRANSFER BOOKS of the
Company will be CLOSED from 14th
May to the 27th May, both days
inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, May 5, 1921.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that
the 52nd ORDINARY YEARLY
MEETING of the Company will be held
at its Head Office, Nos. 3 and 4, Queen's
Buildings on FRIDAY, May
27th, 1921, at 12.45 p.m., for the pur-
pose of receiving the Report of the
Directors together with the Statements
of Account to 31st December 1920,
and of declaring Dividends, etc.

The TRANSFER BOOKS of the
Company will be CLOSED from 14th
May to 27th May, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong May 5, 1921.

Glover's

World Renowned

Dog Remedies

Send for free book on "Dog

Diseases and How to Feed

H. Clay Glover Co., Inc.

115 West 31st Street

New York, U.S.A.

Agents: HUI FONG & CO.,
(INCORPORATED IN HONG KONG)

INTIMATIONS.

HONGKONG & SHANGHAI
BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that
an EXTRAORDINARY MEET-
ING of the SHAREHOLDERS of the
HONGKONG AND SHANGHAI BANKING
CORPORATION will be held at the CITY
HALL, Hongkong, on SATURDAY,
the 28th day of May, 1921, at NOON,
for the purpose of considering and if
thought fit of passing the following
resolutions:—

1. That the Directors of the Hongkong
& Shanghai Banking Corporation
be and they are hereby requested
and authorized by and on behalf
of the shareholders of the Com-
pany to take the steps necessary
for the introduction of an Ordinance
into the Legislative Council of the
Colony of Hongkong and for the
enactment of the same by the
Governor of Hongkong with the
advice and consent of the
Legislative Council thereof to effect
the amendments necessary to the
Ordinances under which the Com-
pany is incorporated and carrying
on business so as to allow of the
capital of the Company being
from time to time increased from
20 millions of dollars the present
authorized capital of the Company
to 50 millions of dollars.

2. That the Capital of the Hongkong
& Shanghai Banking Corporation
be forthwith increased from
\$15,000,000 to \$20,000,000 by the
creation of 40,000 New Shares of
\$125 each to be issued at the
price of £70 on the terms after
mentioned. Shareholders on the
Eastern Registers to pay for their
allocments at the rate of exchange
for the Company's demand Bills on
London on the day on which the
instalments are due.

3. That the said New Shares be in the
first instance, in such manner as
the Directors shall prescribe for
that purpose, offered to share-
holders in the proportion of one
New Share for every three shares
of which on the 28th day of May,
1921, Shareholders shall respec-
tively be the registered Holders,
and that any New Shares not
accepted by Shareholders within
the time limited by the Directors
for that purpose, be disposed of
and allotted by the Directors in
such manner and at such price as
in their discretion they shall think
best in the interests of the Com-
pany.

4. That the payment of the sum of
£70 per share for each of the said
New Shares be made as follows,
viz—

1st instalment of £35 on the
1st of July, 1921.

2nd and final instalment of £35
on the 1st day of October,
1921.

5. That the Directors issue to Share-
holders, holding shares less than
or not a multiple of three, a frac-
tional certificate in respect of each
share less than three or in excess
of a multiple of three and allot
one New Share to every person
who shall produce three such
Fractional Certificates on or before
the 1st day of July, 1921, and
pay the first instalment in respect
thereof.

6. That after payment of the instal-
ment, and pending payment of
the remaining instalment, Scrip
Certificates in such form as the
Directors may determine be issued
in respect of such New Shares
entitling the holders on payment
of the remaining instalment, and
subject to such other terms as to
approval, date for lodging scrip
certificates and otherwise as the
Directors may prescribe, to be
registered as the owner of the
shares respectively represented by
such Scrip Certificates.

7. That interest at the rate of 6 per
cent. per annum be allowed out
of the profits of the Company on
instalments paid in advance of the
dates when the same become due,
and that registered holders of
Scrip Certificates for New Shares
be entitled in respect of such New
Shares to participate in future
dividends on an equality with the
old shares, in proportion to the
instalments paid up, and from due
dates for payment of same.

8. That interest at the rate of 8 per
centum per annum be charged on
each instalment not punctually
paid, and be paid with each such
instalment.

9. That all moneys received from
premium on the said New Shares
be added to the Sterling Reserve
Fund.

FOR THE HONGKONG & SHANGHAI
BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.
Hongkong, April 28, 1921.

MARTIN'S

APOLAR

PILLS

A famous remedy for all ailments

of the blood and skin, and for

all diseases of the blood and

skin, and for all diseases of

the blood and skin, and for

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A New Discovery in Cigarette Blending

The big thing about Chesterfields is their
unique blend. The *Chesterfield blend* is an en-
tirely new combination of tobaccos. It is a
most important development in cigarette
making.

As a result, Chesterfields give a new kind
of cigarette enjoyment—just like a "bite"
before bedtime when you're hungry—they
SATISFY!

It took the finest selections of TURKISH
and AMERICAN tobaccos and no end of skill
and patient experiment to get this blend
right.

Was it worth it? Just smoke a Chester-
field fresh from the moisture-proof package.
You'll say it was worth it, all right!

Legitimate and Pure

Chesterfield

CIGARETTES

—of Turkish and American tobaccos—blended

They SATISFY!

20 for
20¢

Moisture-proof package



CRIMINOLOGY.

FACT AND FICTION.

SHERLOCK HOLMES DISCOUNTED.

Sir Basil Thomson, head of the
Special Branch of Scotland Yard, at
a lecture by Mr. C. Ainsworth Mit-
chell at the Royal Society of Arts
on "Science and the Investigation
of Crime," made a playful tilt at
Sherlock Holmes and his "gallery"
Watson.

He had decided, he said, that if he
had followed his method, on more
than one occasion he would have
decided that, as the criminal was a
man wearing gaiters bespattered
with the peculiar mud of Lambeth,
he must be off to arrest the Arch-
bishop of Canterbury.

Sir Basil, speaking for the police
force said it was not the desire of
the Metropolitan Police to turn out
Sherlock Holmes.

The C.I.D. men—there were 900
of them in London—should know
when to call in such experts as Dr.
Spillbury, and should not try to
become sufficiently expert to do
specialists' work themselves.

They must know how to use the
machine which they had behind them.

Referring to the Regent-square
murder, Sir Basil mentioned how the
identity of the woman was established
by circulating every laundry in Lon-
don with a copy of the laundry mark
on her clothing.

Inquiries could always be made all
over the country if necessary.

Mr. Mitchell dealt principally with
the progress of science in establishing
identity and in detecting forgeries,
and showed how finger prints, as
compared with the photograph or
physical measurements, are unchang-
ed after a period of even 60 years,
and a person can be immediately
identified by them.

The soles of the feet carry similar
individual markings, but there are
only eight or nine cases known so
far of heels which have definite
patterns on them.

The person with a patterned heel
is a marked man.

Science can also determine by
chemical and microscopic tests whe-
ther blood and hair are human.

KING "8"

For the man who desires ele-
gance, comfort, power, durability
and mechanical perfection com-
bined with great economy of fuel

ELEGANCE—Each of the four body models possesses distinctive
stylishness of design and finish.

COMFORT—King Cantilever Springs absorb all shocks, and the
natural body curves of the upholstery afford unusual restfulness.

POWER—The powerful but economical eight cylinder engine takes
the steepest grades without gear shifting.

DURABILITY and MECHANICAL PERFECTION are the result
of careful construction and pioneer experience in the manufacture of
eight cylinder cars for world-wide use.

KING buyers run no risks

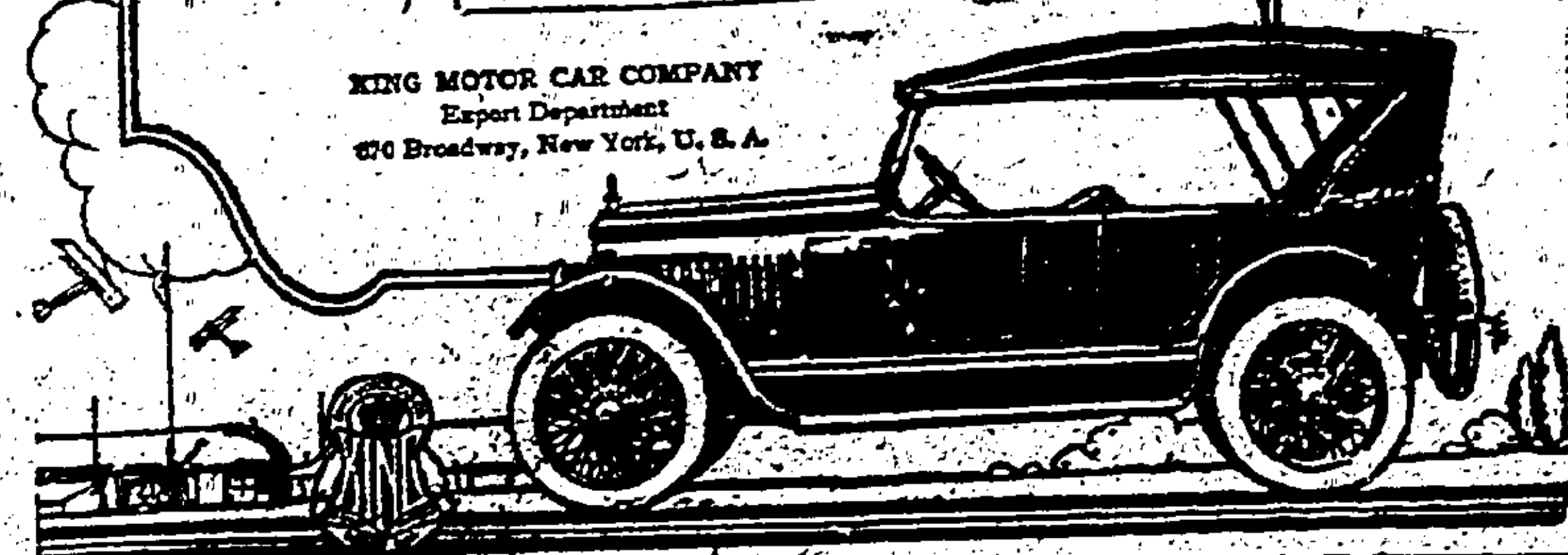
ARRELL & DOUGLAS,

38 Canton Road,
SHANGHAI

KING MOTOR CAR COMPANY

Export Department

670 Broadway, New York, U. S. A.



ATTEMPTED SUICIDE.

A STRANGE STORY.

"HAUNTED BY GHOSTS."

An extraordinary story was told
before the western division magistrate
at Rangoon when a Chinese named
Showa appeared before him, charged
with attempting to commit suicide
in his house in Tanwe Road on
April 7.

Accused on being charged admitted
attempting to take his life by hang-
ing himself, but said that he was
compelled to do so by two Chinese
ghosts and a Burmese ghost. They
had, however, ceased to trouble him
now.

Ma Mi, his wife, stated that
accused had not been quite the same
since his brother's death, a month
ago.

Accused was found guilty and sen-
tenced to three months' simple
imprisonment, his worship remarking
that this would probably have a
beneficial effect.

Telephone No. 816.

DER. A. WING & CO.
60, Des Voeux Road, CENTRAL.

brought to our notice does not contribute to the "proof" of Hongkong's alleged official hostility, which, as we took it upon ourselves to say, does not and dars not exist. In asking the Government to authorize us to contradict these Canton rumours at once, although we were somewhat snubbed for doing so, we now realize that we were wiser than the officials who preferred to ignore them, because, according to the *Canton Times*, "the Vernacular press (of Canton) states that so great is the anger of the Chinese at these reports that some Chinese urged a general boycott of the port of Hongkong, so as to paralyze the commerce of the British Colonies." Every local official should know, if he does not, what some of the Chinese are like when politically agitated. We feared and foresaw this sort of thing, and would have been glad to nip it in the bud, especially as there is no real ground for it. So far as Hongkong really cares, Sun Wen might be Emperor of China to-morrow. No one here, so far as we know, unless it be an influential Chinese refugee or two, is hostile to the Kwangtung Government as at present constituted. So far as our officials are concerned, it is none of their business, and they are quite impartial. We can answer for that. It is unfortunate that they should be so stupidly mysterious in their ways. Probably if the true reason of the Governor's trip north had been given out, it would have been so simple and harmless as to pass unremarked. It was the mysteriousness that made the interest and bred these false reports.

The *China Mail* will raise its voice as quickly and as loudly as the most patriotic Chinese could do, the moment it discovers any British attempt, Imperial or otherwise, to overreach China, or to take advantage of her diplomatically. The best informed Hongkong Chinese know that we were the only European newspaper in Hongkong to denounce the Cassel

CAUSE OF DESPONDENCY.
DESPONDENCY is often caused by indigestion and constipation and quickly disappears when Chamberlain's Tablets are taken. These tablets soothe, regulate the digestion and move the bowels. For sale by all Chemists and Druggists.

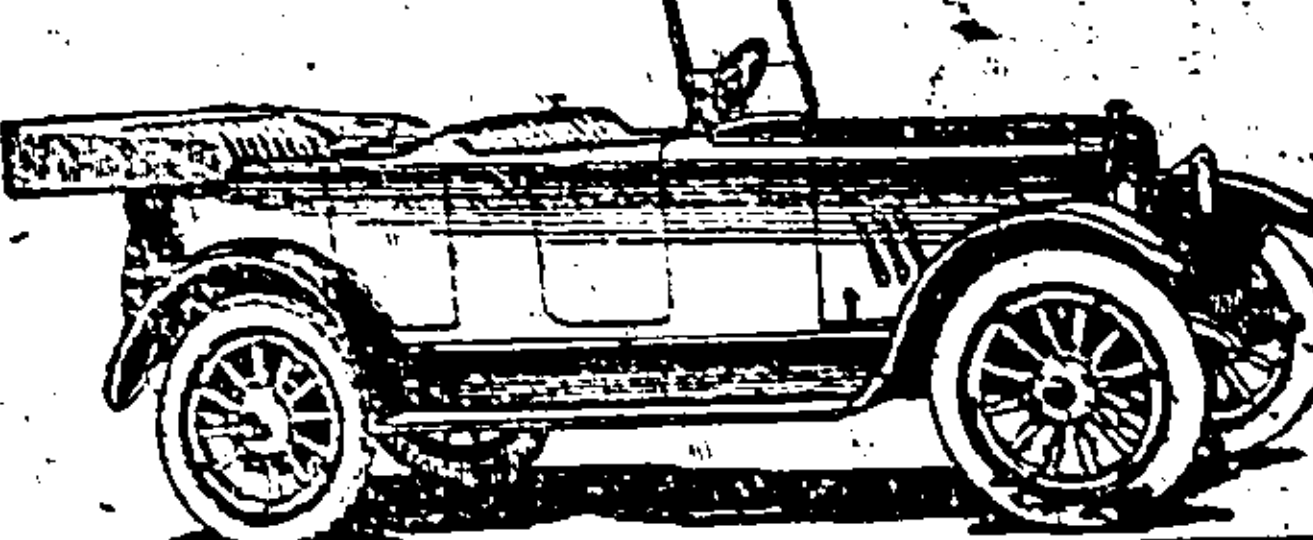
The wireless set which was being used had a power of 100 watts and, under ordinary conditions, a range of 35 miles. It was operated on a short wave length in order to escape interference by the wireless telegraph stations at Seaforth and other marine radio stations. At the lightsight the transmitter was driven by a battery which had capacity for a week's continuous communication with the shore. It was recharged on the vessel itself by means of the power source used for the fog signalling.

the option of a fine.

Shanghai is undoubtedly indicated," Mr. von Heidenstam writes, "the location of such a free port

INDUSTRIAL AREAS.
Another important issue raised in the engineer-in-chief's report is that of planning and making reservations of industrial districts. Future activities should have possibilities of direct efficient connection with roads, railways and ocean coast ships and road sites should be made certain by districts being reserved, which means that new districts must be laid out since the best available reaches along the present harbour frontages are largely fully occupied.

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ODDS AND ENDS. MAINLY SCISSORS LOOT.

Museum Brief Popular.

It may be claimed as one of the advantages of prohibition that it has the effect of stimulating interest in museums, whose educational influences are unquestionable. The same tendency was observable in Norway immediately after strong drink was statutorily "abolished." In older days it was quite usual for distilling to be carried on at Norwegian farms, and the museums contain examples of the types of still which were then in use. The introduction of prohibition in 1919 aroused a curious interest in the study of antiquities. Crowds thronged the museums, animated by a strange and significant thirst for knowledge about old farm furniture. By and by the museum authorities thought fit to close any room where old stills happened to be on view. After that high-landed action, the remarkable interest in museums waned.

Dress-Designer Defied.

A woman will follow the fashion, even the freaks of fashion, up to a point. Then she puts her foot down. She will not be changed—not even to please Paris. When in the early spring displays French fashion, creators of a longer skirt, it was declared that Englishwomen at any rate would have none of it. But apparently the Frenchwomen themselves have asserted their independence. A Paris correspondent reports that the change has been vetoed and that the designers have had to acknowledge defeat. The old-fashioned Victorian skirt, now finally doomed, had nothing in its favor. It was heavy, unsanitary, and disgusting. Women like the short skirt because it allows free movement and is adapted to the buoyant activity of our time. It is also charming to behold. Has it not removed the moral reproach of our boots? And since it displays a neat ankle, must not all ankles be neat? The women of the jury are unanimous: the long skirt must not come back.

Four Convicts Whipped.

A despatch from Wilmington, the capital of Delaware, declares that the State whipping records were broken when four convicts were sentenced to receive 140 lashes from the cat-o-nine tails before commencing their prison terms of ten years' hard labour each. The warden of the county jail wielded the cat, and administered forty lashes to one victim, convicted of robbery, forty lashes each to two highwaymen, and twenty lashes to a man convicted of larceny. In view of the increasing number of crimes, it is urged that flogging, which has been gradually dying out in America, should be revived, and that Delaware's example will undoubtedly be followed in the other States, more especially when the crimes are accompanied by violence.

Where Women Rule.

Every staunch supporter of Woman's Rights should visit Japan. Near Ishinomaki there exists a settlement, the members of which gain their livelihood by diving for pearls. At least, that is to say, the women dive for the pearls. The men, who are regarded as, in every respect, inferior beings, presumably stop at home and look after domestic affairs. Every husband is supported by his wife. When a girl is born into the world there are great rejoicings; a boy baby is received with philosophic indifference. Girls are taught to dive at the age of four; and ten years later they begin to work in real earnest. When they marry and have families, they automatically become the heads of those families. It is a state that also obtains in the insect world—among some species of spider, for instance, and among bees.

Dining Later.

London is dining later. Gradually it is returning to something like pre-war habits. Dinner parties are being arranged for 8.30 and 9 o'clock, and dances go into the small hours. Several theatres are catering for the late diner. At some West End clubs there has been trouble because members will not dine until 9 p.m. A rule was made in many that no meals should be served in the coffee room after 9 p.m. Waitresses, who still remain at many of these establishments, were engaged on those conditions and object to being kept later. "It means the provision of an extra

HOME ITEMS.

There are at present 140,000 unemployed in Switzerland.

The Cunard liner "Laconia" was launched from Swan and Hunter's shipyard, Wallsend.

The Metropolitan Asylums Board is purchasing the Honington Infirmary for £198,000 from the City Guardians.

Postage rates for foreign letters will be increased soon, though the amount of the increase has not yet been settled.

The Paris Municipality has voted £100,000 for the purchase of 2 grammes of radium for use in public hospitals.

A sturgeon weighing 38 stones, the biggest ever landed at Grimsby, was taken into port by the trawler "Boreas," and sold for £18 10s.

The Queen has sent a consignment of beautiful primroses for the poor and sick folk associated with the Claremont Central Mission, Pentonville.

Aged 81, the chairman of the Kingston (Surrey) Bench until 2 months ago, Mr. H. W. Price, who at one time played cricket for Surrey and the M.C.C., has died at Cobham.

The Copenhagen *Extrablud* reports that two Danish engineers have constructed a model aeroplane the propellers of which are driven by compressed air instead of by petrol motors.

The marriage took place at Rams-gate of Mr. George Moulder, aged seventy-three and Miss Eliza Rootes, aged sixty-five. The bridegroom, whose first wife died in 1919, is a grandfather.

Exhibited for the first time, an Airedale terrier belonging to Miss Nora Statter, of Woking, Surrey, took nine first prizes and a second at the Airedale and Bulldog Club's show at Barking, E.

Toothache for a week was suggested at a Bristol inquest yesterday, as the reason for the suicide of a 16-year-old boy named Robert William Wyatt, but the coroner said it did not seem an adequate one.

Weeks without much rain have dealt a severe blow at ordinary watercourses, but ponds with concrete walls built in some parts of the south of England have proved their value throughout the dry weather.

"I have two fingers which cannot leave anything alone," said Archibald Thompson Jones, 26, a police-fireman, sentenced at Liverpool to six months' imprisonment for theft and the unlawful possession of tools and keys.

No further news has been received of Col. "Toby" Rawlinson, brother of Lord Rawlinson, who was detained by the Kemalists at Erzerum (Armenia) in January last year, and who was to have been exchanged with 19 other British officers.

A small shipyard in the Bristol Channel has had to close down owing to the Admiralty withholding money alleged to be due, because of a dispute. Mr. Wignall, M.P., has seen the Admiralty, and has hopes of effecting such a settlement as will enable the yard to be re-opened.

At an inquest at Harrow on Fredk. Walker, 16, of Wealdstone, the evidence showed that the lad was quite healthy, and went to work and assisted his master, a veterinary surgeon, in an operation on a dog. A few minutes later he was found lying dead in the yard. The post-mortem showed no organic disease, all the organs being healthy. The father said the lad had never had a doctor to attend him in his life. A verdict in accordance with the medical evidence was returned.

staff, said a club secretary to a reporter: "Our members got into the habit of dining early, and many of them continue it. We have to be ready at 7 o'clock for the early comers. Later dining means more expense which the club can't afford. But it will have to be done. Members must dine when they like."

LINER DE LUXE.

NEW ADMIRAL STEAMER.

ARRIVAL IN HONGKONG.

S.S. "WENATCHEE" DESCRIBED.

There steamed into Victoria harbor yesterday afternoon from Shanghai a vessel which cost eight million dollars to build and is reckoned to be the finest ship ever turned out by an American shipyard. It was the S.S. "Wenatchee," which is the first of a fleet of five vessels to be operated by the Admiral Line and is now on her maiden voyage to the Orient.

Were she painted grey instead of green the "Wenatchee" might pass, at a distance, for an American navy collier. Double-ended, with a pointed stern as well as a pointed bow, she has one stubby funnel set amidships and a cluster of square derricks fore and aft. But it is her magnificently appointed interior that has gained for the "Wenatchee" the title of the "last word in luxury" for she is as luxurious within as she is ungraceful externally.

That, at any rate, was the impression formed by a *China Mail* reporter who took advantage to-day of the general invitation to view the new liner of *de luxe* which has been issued by the Admiral Line representatives in Hongkong. The gangway crossed, evidences of luxury, thoughtfully planned and carried out, on a sumptuous scale, confront one at every step.

Portholes effectively camouflaged with neat little French windows; a palatial dining saloon, furnished with reversible mahogany chairs that give the diner the choice of a cane or a cushioned seat; decks that are floored with rubber tile—there are some of the features that first arrest attention.

On deck one finds a player piano which jammers employ when lounge's grand piano is in use and there is a cabinet record player installed in the comfortably fitted up smoking room. A glass-enclosed, green louvered tea room makes an inviting retreat on the boat deck and outside that is a verandah cafe. Space is also set apart on the boat deck for a swimming pool ten feet deep and a roomy promenade enclosed by patent balanced glass windows is provided on the bridge deck. Altogether there is abundant evidence to support the claim that there is more public room space on the "Wenatchee" in proportion to the number of passengers, carried, than is offered by any other vessel afloat.

In every bedroom there are twin beds with a reading light over each and electric as well as steam heat is installed. Cool air can be got by turning a knob one way and hot air by reversing the process. Hong in each room, too, is a swinging silver thermos bottle and a shaving lamp. There are screens and vestibules to ensure freedom from flies and draughts. Many of the bedrooms have private connecting showers or tub baths and there are four specially furnished bridal suites, each with a private sitting room, maid's bedroom, trunk store, a luxurious bath and a private entrance on deck.

LATEST SAFEST APPLIANCES.

The "Wenatchee" and her sister ship the "Keystone state" are two of nine similar vessels being built by the New York shipbuilding corporation, Camden, New Jersey, for the Emergency fleet corporation, and the two ships mentioned have been allocated by them to the Pacific Steamship Company, for operation in the fast passenger and mail service between Seattle, China and Japan. Originally destined to be transports, the war ended while they were still in the early stages of construction and the design was modified to suit peace conditions.

THE VESSELS ARE 535 FEET LONG AND 72 FEET BEAM WITH A DRAFT OF 30 FEET. 6 INCHES. THEY HAVE ACCOMMODATION FOR 260 FIRST CLASS AND 300 THIRD CLASS PASSENGERS WITH A CREW OF 10 AND IN ADDITION HAVE A CARGO CAPACITY OF SEVEN THOUSAND TONS. THEIR GROSS TONNAGE IS 14,127 TONS. DRIVEN BY REDUCTION GEARED TURBINES OF 12,000 HORSE POWER, SUPPLIED WITH STEAM FROM EIGHT BOILERS FIRED BY FUEL OIL, THE "WENATCHEE" AND "KEYSTONE STATE" WILL MAINTAIN A SPEED OF 17 1/2 KNOTS IN SERVICE. THE COLLARS ARE OF BABCOCK AND WILCOX TYPE. WESTINGHOUSE TURBINES AND DE LAVAL GEARS BEING FITTED IN THE "WENATCHEE" AND BETHLEHEM CURTIS TURBINES WITH FALK GEARS IN THE "KEYSTONE STATE." AS A DIRECT RESULT OF EXPERIENCE GAINED DURING THE WAR, THESE VESSELS EMBODY THE LATEST DEVELOPMENTS AND SAFETY APPLIANCES KNOWN TO SCIENCE. THEIR HULLS ARE DIVIDED INTO FOURTEEN COMPARTMENTS, AND THREE OF WHICH MAY BE DAMAGED WITHOUT DANGER OF THE VESSELS SINKING UNDER OTHERWISE FAVORABLE CONDITIONS. THE LIFEBOAT EQUIPMENT IS OF MODERN TYPE AND A VERY ELABORATE FIRE FIGHTING SYSTEM IS INSTALLED WITH AUTOMATIC ALARMS IN EACH ROOM AND COMPARTMENT. THE WIRELESS APPARATUS HAS A RANGE OF 2,000 MILES, AND A SUBMARINE SIGNAL SYSTEM IS ALSO FITTED.

The promenade decks are extensive and the fact that they are partially glass enclosed makes them a delightful lounging place regardless of the elements.

The interior decorations are tastefully carried out, the general scheme being the American Colonial type of architecture. A home like

much has been introduced by open fireplaces in several of the public rooms. Everywhere the furnishings and hangings blend harmoniously with the surroundings.

The staterooms are replete with modern conveniences, and the old type of berth has been superseded by specially designed enameled beds. Hot and cold water is supplied to every room many of which have their own private bathrooms connecting. The public rooms are numerous, light, airy and exquisitely finished. They include a social hall, tea room, smoking room, reading and writing rooms. The dining saloon is on the "B" deck, over the center of which is located a large leaded glass dome. Tables are arranged for small and large parties. Specially designed mahogany buffets, etc. blend harmoniously with the surroundings.

The galleys are fitted with the most modern equipment, including electric bake ovens, grills, and oil heated ranges. Ventilation and heating throughout the ships has been taken care of in a very complete manner, insuring comfort at all times. Extensive refrigeration plants are installed with separate compartments for meat, fish, vegetables, butter and eggs, etc., and is of ample capacity for any emergency.

Separate completely equipped hospitals are provided for passengers and crews, fitted with modern appliances. A noteworthy point is the comfortable accommodation provided for officers and crews. It is up to the most modern standards and far surpasses older ships.

The Commander of the "Wenatchee" is Captain J. E. Gopill who, for several months prior to delivery, on March 4, was at the yard of the builders, superintending the fitting out. His wide experience and never failing good humour did much to make the vessel a success. Captain Gerard T. January, is the Commander of the "Keystone State."

The ships have been built on the Isherwood system of longitudinal framing to take the highest class in both American Bureau and Lloyd's Registry of Shipping. They will start as oil burners but are so designed that conversion to coal will not be a difficult matter.

With the sister ships building at Newport News and Sparrow's Point as well as at Camden, this class of ships will go a long way to eliminating the absence of passenger vessels under the American flag in the Pacific and South Atlantic services.

THE "WENATCHEE'S" MOVEMENTS.

The United States Shipping Board have allotted the "Wenatchee" to Admiral Line for the run from Seattle to Manila by way of Yokohama, Kobe, Shanghai and Hongkong. She will leave here for Manila on Tuesday at 4 p.m., returning on May 23, and departing for Seattle via Shanghai on May 25.

DEFECTIVE PUMPS CAUSE DELAY.

The "Wenatchee" is running fourteen days behind her schedule owing to the fact that her circulating pumps proved defective during the voyage across the Pacific. Her turbines, however, were working in splendid order right through and her passengers speak very highly of the new liners' excellent behaviour in heavy weather.

VISITORS INVITED.

The Admiral Line Officials have extended a general invitation to members of the public to inspect the vessel to-day, and a motor launch service for the convenience of visitors, will run from Blake Pier between 3 p.m. and 6 p.m. A number of prominent Hongkong business men have been invited to attend, an informal reception to take place on board the liner this afternoon.

ACCOMPANYING THE "WENATCHEE" ON HER MAIDEN VOYAGE IS MR. J. J. GORMAN, THE ADMIRAL LINE'S GENERAL MANAGER FOR THE ORIENT AND MR. G. J. MCCARTHY, ASSISTANT GENERAL PASSENGER AGENT.

WHY

ARE RIVERS NEVER STILL?

The law of gravitation, reduced to its simplest terms, declares that every particle of matter attracts every other particle of matter in the universe with a force which operates along a straight line joining the two. So far as the earth is concerned, this force of gravity tends to bring all objects as close as possible toward the centre of the earth.

The water in rivers, therefore, is always seeking to reach the lowest possible level—which, in this case, is the ocean. Starting with the rains and snows of the mountains, the water trickles downward, gathering force by reason of the brooks and springs which constantly increase the mass of the stream. Then, as it continues to grow, the body of water moves gradually onward and downward until it finally empties, either into the ocean or into some large lake.

which, in turn, has an outlet leading towards the sea. A very few rivers, it is true, have a hidden or subterranean outlet, but even this must in time lead toward the sea. In other words, rivers are always in motion because they are constantly trying to reach a point nearest to the centre of the earth, in this case the bed of the ocean itself.

MANCHESTER MARKET.

Our last report was dated March 30th.

Cotton. This week has seen some rather violent fluctuations, due to the Coal strike, reports of reduced acreage in the United States, and proposals for financing the Cotton, held there.

Liverpool Spot prices yesterday were—American F. M. 7.69d, last week 8.66d.

Egyptian Sakollaris F. G. E. 17.00d, last week 17.50d.

Yarns. The labour situation has affected this market, and little business has come to book.

Cloth. The coal stoppage is the dominant factor in the market this week. The effect has been to scare buyers and sellers out of the market. There is what in these slack times, but little comes to book. Still the steady hand to mouth buying is in evidence, and will probably continue as soon as a settlement is reached with the labour troubles.

India is still raising objections to facing its losses, and Madras Piece Goods dealers even suggest a restriction of imports by Government to enable them to realise high values for their depreciated stocks.

Calcutta is still in the market for Dhotees, Mulls, and Nainsooks. The Straits and Java have made some purchases, but China remains quiet.

Given easier money and a clearer situation as regards labour and international politics, a steadier market and a fair volume of business may be looked for.

Bar Silver is quoted at 33d. last week 33d.

EXCHANGES. THIS WEEK, LAST WEEK.

Paris	55.95	56.70
Amsterdam	11.33	11.37 1/2
New York	3.91 1/2	3.92 1/2
Calcutta	1.34	1.34 1/2
Hongkong	2.44	2.44 1/2
Shanghai	3.12	3.11 1/2

TO-DAY'S ADVERTISEMENTS.

WANTED.

WANTED.—To PURCHASE South China Morning Post Shares. Apply A.B.C. c/o "China Mail Office."

PUBLIC AUCTION.

PARTICULARS AND Conditions of the letting by Public Auction Sale, to be held on TUESDAY, the 17th day of May, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Officer Administrator of the Government of One Lot of CROWN LAND at Chai Wan in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.									
No. of the Lot.	Locality.	Boundary Measurements.	Containing in Sq. Ft.	Annual Rent.	Upper Part.	Lower Part.	Upper Part.	Lower Part.	Upper Part.
1	Chai Wan	As per plan plan	10,000	£100	£100	£100	£100	£100	£100

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

TUESDAY, May 17, 1921, commencing at 11 a.m.

at No. 23 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

(For Account of the Concerned), 50 Bales Liverpool Twist, 3 Blue Stripe Gunnies 44" x 24" x 2 1/2 lbs. (8 x 8) and afterwards at No. 51 Godown 88 Bales Heavy Green Gunny Stripes (2 1/2 lbs.).

Terms:—Cash on delivery.

LAMBERT BROS. Auctioneers. Hongkong, May 16, 1921.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *China Mail*, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is expended they will be placed in the advertising columns at the prevailing rates.

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 From Macao—daily at 8 a.m. and 10 p.m. (Sundays at 9 p.m. only).
 Excursion White Sunday 15th May. S.S. "SUI AN" leaves Hongkong 9 a.m. and returns from Macao 5 p.m.
 Excursion White Sunday 16th May. S.S. "SUI AN" leaves Hongkong 9 a.m. and returns from Macao 4 p.m.

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Trow, Cook & Son, Booking Agents, Hongkong.

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 ATLANTIC MARU Wednesday, 18th May.
 BUENOS AIRES—Buenos Aires, Santos, Montevideo, Rio de Janeiro, Cape Town via Singapore. Passenger Service.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
 INDIA MARU 22nd May.
 HAGUE MARU Wednesday, 1st June.
 DELI & BANGKOK VIA SAIGON & SINGAPORE—Regular Monthly service.

KISHU MARU Wednesday, 1st June.
 SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee & St. Paul Railway.

AFRICA MARU Thursday, 26th May.
 NEW YORK VIA SUEZ Tuesday, 31st May.
 NEW ORLEANS VIA SUEZ Tuesday, 31st May.

JAPAN PORTS—Shanghai, Moji, Kobe and Yokohama.
 KESLUNG VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMAKUSA MARU Sunday, 22nd May.
 TAKAO VIA SWATOW AND AMOY.
 SINGAPORE MARU Thursday, 18th May.

For sailing dates and further particulars please apply to:—

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SAILINGS FROM HONGKONG.

"KNIGHT COMPANION" Via Panama Canal 1st June.
 "CITY OF MADRAS" Via Suez Canal 16th June.
 Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.

For freight and particulars apply to

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For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"HWAH PING" 23rd May.

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Telephone No. 2307

Agents, 112, Connaught Road Central.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SWATOW AND SINGAPORE May 15, at 3 p.m.
 SWATOW AND SINGAPORE May 15, at 10 a.m.
 SHANGHAI AND PUKOW May 17, at Noon.
 WRIHAIWEL, CHEFOO & TIENTSIN May 18, at 4 p.m.
 AMOY AND SHANGHAI May 18, at Noon.
 SHANGHAI AND TIENTSIN May 18, at 4 p.m.
 HOIHOW, PARKHOI & HAIPHONG May 22, at 9 a.m.
 SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent 50-ton accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all European and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wooning.

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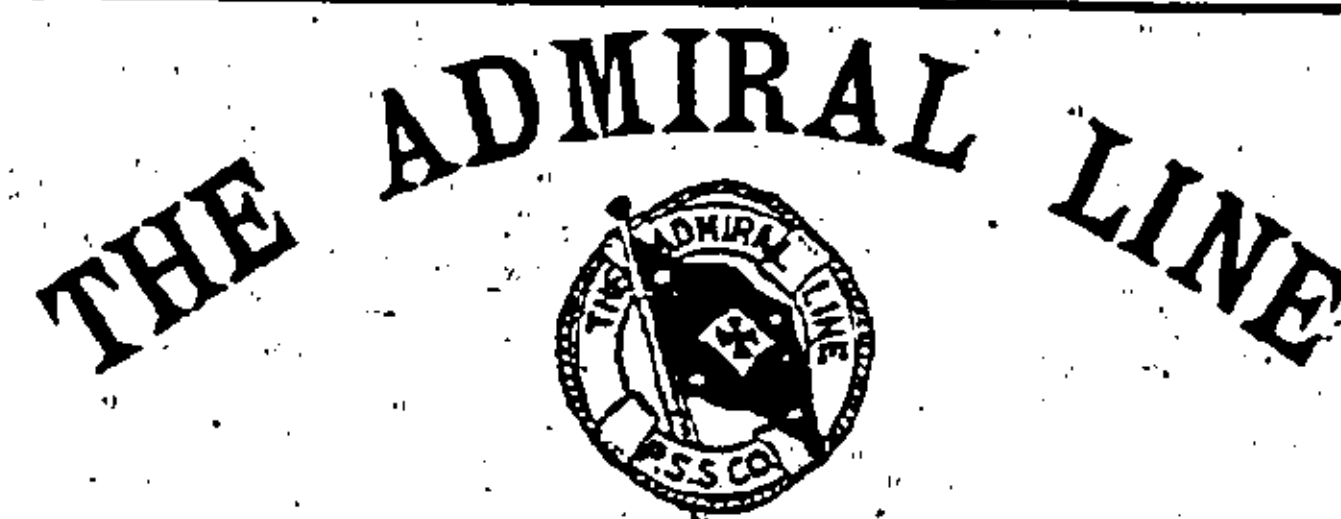
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via Shanghai, Japan Ports and Honolulu

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HONGKONG for MANILA

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SAILING FROM

HONGKONG for SINGAPORE

S.S. "NILE" June 25th S.S. "CHINA" July 22nd

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 HAICHONG Capt. A. H. Stewart FRIDAY, 20th May, at Noon.
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 Engines as furnished on application.

Hongkong, April 1, 1921.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

FROM SHANGHAI.

May 18—R. F. Tientsin.
 24—R. F. Rangoon.
 31—C.J.L. Tientsin.
 31—R. F. Knight Companion.
 June 6—R. F. Tientsin.
 10—P. & O. City of Madras.
 14—R. F. Anchorage.
 24—P. & O. Delta.
 July 4—R. F. Mentor.
 6—R. F. Tientsin.
 9—R. F. Durban.
 10—R. F. Landed.
 Aug. 23—R. F. Ascanio.

FROM MANILA.

May 21—T. K. K. Tientsin.
 22—R. F. Japan.
 22—R. F. Ascanio.
 23—T. K. K. Tientsin.
 28—P. & O. St. Albans.
 31—R. F. Ascanio.
 31—R. F. Hector.
 June 8—R. F. Eurydice.
 12—R. F. Tientsin.
 12—R. F. Macao.
 16—R. F. Tientsin.
 24—R. F. Bellona.
 July 5—R. F. Tientsin.
 15—R. F. Yangtze.
 18—R. F. Mentor.
 21—P. & O. Tientsin.
 Aug. 4—P. & O. Tientsin.
 15—R. F. Tientsin.
 Oct. 10—R. F. Tientsin.

FROM HONGKONG.

May 21—R. F. Tientsin.
 June 11—R. F. Tientsin.
 30—R. F. Tientsin.
 July 10—R. F. Tientsin.
 Aug. 18—R. F. Tientsin.
 Sept. 8—R. F. Tientsin.

FROM CALCUTTA.

May 19—N. Y. K. Maraca Maru.
 22—R. F. Tientsin.
 23—N. Y. K. Tientsin Maru.
 June 1—N. Y. K. Tientsin Maru.

FROM BOMBAY.

May 21—P. & O. Alipore.

FROM SYDNEY AND MELBOURNE.

May 21—N. Y. K. Tientsin Maru.

FROM CHITRAL.

May 22—A. L. Tientsin.
 23—A. L. Tientsin.
 June 17—R. F. Tientsin.
 July 14—R. F. Tientsin.
 30—A. L. Tientsin.
 Aug. 5—R. F. Tientsin.
 15—R. F. Tientsin.
 Sept. 15—R. F. Tientsin.

FROM SAN FRANCISCO.

May 27—T. K. K. Tientsin Maru.

FROM LONDON.

May 19—G. L. Tientsin.
 21—G. L. Tientsin.
 24—P. & O. Tientsin.
 31—N. Y. K. Tientsin.
 June 6—P. & O. Tientsin.
 10—G. L. Tientsin.
 12—N. Y. K. Tientsin.
 24—P. & O. Tientsin.
 July 4—P. & O. Tientsin.
 18—P. & O. Tientsin.
 Aug. 1—P. & O. Tientsin.

The C.P.O.S. R.M.S. "Empress of Russia" arrived at Yokohama on Friday, May 6, p.m., left there at noon on Saturday, May 7, and is due at Vancouver on May 16.
 The C.P.O.S. R.M.S. "Empress of Asia" arrived at Shanghai on May 13, 3 p.m., left there on May 14 (11.30 a.m.) and is due at Manila on May 17 at 4 p.m.
 The T.K.K. s.s. "Siberia Maru" arrived at Yokohama on May 13 and sailed on May 16 in accordance with schedule, via Kobe, Patna and Singapore, being due at Hongkong on May 27.
 The s.s. "Bellerophon" (Blue Funnel Line) left Singapore on May 13 for Hongkong and is due here on May 18.
 The T.K.K. s.s. "Tientsin Maru" (ex s.s. "Cap Finisterre") will now sail from Nagasaki on May 14 for Hongkong via Shanghai and Manila. The vessel is due at this port on May 21.
 The N.Y.K. s.s. "Yokohama Maru" (European Line) left London for this port via Suez on May 3 and is expected here on June 12.



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The Kermath Motor Engine has been standardized every part of every unit built. Every part of every Kermath is interchangeable.

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HEAD OFFICE & SHOW ROOM IN PEDDER STREET.

SHIPPING NEWS.

JAPANESE SHIPOWNERS.

INDIVIDUAL TONNAGES COMPARED.

A table published recently by the Japanese Shipowners' Association shows that the Nippon Yusen Kaisha heads the list of owners with 486,101 tons to its credit, the Osaka Shosen Kaisha being second with 403,859 tons. Next in order come the Kokuai Kisen Kaisha (318,031 tons), the Toyo Kisen Kaisha (101,683 tons) and the Mitsui Bussan Kaisha (80,205 tons). The Yamashita Kisen Kaisha owns 47,935 tons while the Mitohoshi Shoji Kaisha has 25,234 tons and the Nanyo Yusen Kaisha 14,803 tons.

FIRE IN TRAMP SHIP.

The s.s. "Kyodo Maru" No. 13 (2,002 tons) owned by a Japanese shipowner of Tokushima Prefecture, sailed from Hongkong on April 15 with 700 tons of sundries for Dairen. About 10 a.m. on April 21, as she was at about 36 deg. 6 min. N. L. and 123 deg. E. L., the hatch of hold No. 1 was opened, and to the amazement of the crew, black smoke was seen rising in a thick column. All hands were called out to put out the fire, the funnels and other openings having been closely sealed. At the same time, the ship was steered shoreward to provide against emergency. By 1 p.m. the flames were got under control, and the ship was put back to her course. The fire was extinguished at about 3.30 p.m. In addition to the cargo destroyed and damaged by fire, a good deal of loss was caused by the water.

The ship arrived at Dairen on the evening of April 24.

UNION STEAMSHIP COMPANY.

Announcement has been made of the taking over of the Union Steamship Company, with head offices at Dunedin, New Zealand, by the Peninsular and Oriental Line. There is some talk of head offices of the Union Company being transferred to London, while others are inclined to the opinion that the head offices will be transferred to Wellington, the capital of New Zealand. It seems probable that the latter plan will prevail. This company has a large number of passenger and freight steamers that ply chiefly in the Australasian trade.

N.Y.K.'S DIVIDEND.

It is reported by the *Jiji* that the shareholders' meeting of the Nippon Yusen Kaisha for this term will be called on the May 30. The staff of the company expresses its inability to give an exact figure as to this term's dividend, as no statements have been received from one or two branches. But the Osaka paper estimates this term's profits at some Y5,000,000, in addition to Y2,800,000 brought forward from last term. The company will prefer to maintain a high rate of dividend, but will not, as it declares, touch the reserves for equalizing dividends, as they are not of a nature to be appropriated at the present

time. The *Jiji* supposes, therefore, that a 20 per cent. dividend will be about the figure.

DEVELOPMENT OF DAIREN.

With the Toyo Kisen Kaisha and the Osaka Shosen Kaisha making the port a regular call for its trans-Pacific and European liners, Dairen is assuming new importance as a shipping centre in the Orient says *Pacific Ports*. Dairen is one of the fastest growing ports in the Far East. It is the second port of China, a total of \$269,205,473 representing the value of its foreign trade in 1919, or 15.1 per cent. of the total trade. The South Manchurian Railroad Company is carrying on extensive harbour work at Dairen. The company supplies coal worked at its collieries at a specially reduced rate to vessels calling at the port. The accommodating capacity of the harbour is at present approximately 5,000,000 tons, but is expected to be enlarged to 10,000,000 tons in the near future. Price of coal, supplied by the company to vessels calling at Dairen is about Y5 or Y6 per ton less than the rate at Nagasaki, so that a steamer of the Toyo Kisen Kaisha consuming about 3,000 tons of coal in a single voyage can save about Y15,000 or Y20,000 by taking coal at Dairen, according to the Dairen authorities.

STEAMSHIP OFFICERS' SALARIES.

The American Steamship Owners' Association, with headquarters in New York City, decided at the annual meeting held recently, to reduce the wages of officers and men abroad vessels and to abolish overtime pay. The intention to uphold the present agreement with the sea unions and the Officers' Association until the contracts lapse by termination was affirmed, but the shipowners declared in unmistakable terms that there would be a cut effective from May 1.

ADVANCE OF MOTORSHIP.

"The strides that the motorship is making" in the ocean shipping is indicated by the fact that there are now about 170 vessels of this type under construction in various parts of the world. *Lloyds* reported that the building under way represented about 495,000 gross tons on January 1, 1921. During the past year there were 24 ocean going motorships put into commission—the largest number ever completed in a previous 12-month period.

Of the 170 motor ships building between 40 and 50 are on order in the United Kingdom, while the majority of the others are under construction in the Scandinavian countries and in Holland and Germany. It is anticipated that fully half of the 170 vessels will be put in commission during the present year, adding from 700,000 to 800,000 tons to the motor ship fleets of the world.

NOW IS THE TIME.

FOR rearmament you will find nothing better than Chamberlain's Pain Expeller. Now is the time to get rid of it. It will relieve the pain and soothe the nerves. For sale by all Chemists and Storekeepers.

SHIPPING MINISTRY.

FURTHER HISTORY.

STORY OF A GREAT GOVERNMENT DEPARTMENT.

A general account was given in the previous article, on the activities of the Ministry of Shipping and the successful manner in which the officials grappled with the task of maintaining maritime transport.

It was pointed out that one of the most important lines of communication was that traversed by the ships bringing supplies of food to Great Britain. It was undoubtedly an essential to so allocate the dwindling part of the operations of the Ministry to ensure that there should be no weakening of the home front from the perils of under feeding or the threat of starvation. The carriage of raw materials, of which huge quantities had to come from overseas, for the production of munitions and of material of war, fashioned in the United States made another call of an important character upon mercantile tonnage. There was also the transport of troops to the various centres of hostilities of which the route to France, although the shortest, was the most important, and required the greatest measure of protection. Other theatres of war, Gallipoli and Mesopotamia, Egypt and Palestine, and Italy, made large demands upon the maritime transport facilities available to Great Britain and her Allies.

Undoubtedly, however, the crowning achievement in this field was the provision of the ships required to place a large body of United States troops in France at a critical stage in the land war. If the Ministry of Shipping had to be judged by any one performance, those who were responsible for its working would perhaps elect to take the transport of so large an army in so short space of time as the best test of efficiency.

SOME STATISTICS.

A few figures will perhaps be of interest as indicating the extent of the services rendered. From the date of the beginning of the war to the completion of the work of demobilisation, although this covers a longer period than the Ministry of Shipping has been in existence, no fewer than 33,000 men and 60,000,000 tons of war material were transported in British vessels. What credit for this performance does not stand to the account of the Ministry of Shipping belongs at least to the British Mercantile Marine, of which the Ministry became Controller at the end of 1916.

Even since the armistice an extraordinary demand has been made upon the Ministry to supply tonnage. Troops and prisoners of war and material have had to be moved from the various theatres of war; transport provided for the maintenance of armies in Mesopotamia, North Russia, and the Near East; colliers and store ships provided for Admiralty service, and ships for the repatriation of ex-enemy subjects from the Dominions and the Colonies. The movement of troops alone from the date of the armistice to the end of July last involved the provision of accommodation for nearly 8,000,000 who had to be conveyed not only to British ports, but to Canada, Australia and New Zealand, to the United States, to South Africa, the West Indies and China. During the same period the Ministry has had responsibility for the supervision of British requisitioned ships, the management of Government-owned vessels, and neutral requisitioned vessels, the liquidation of the shipbuilding programme entered into by the Ministry, sales of ships, and the preparation of British claims relating to shipping. It is sometimes forgotten that until the middle of last year the whole of the British Mercantile Marine remained under Government control, and that the supervision of some 2,000 requisitioned vessels continued until release. In addition the Ministry was responsible for the management of about 650 ships either Government-owned or neutral requisitioned or time chartered vessels and also took over a number of ex-enemy vessels lying in foreign ports and carried out the work of repair. The supervision of repairs and salvage has been in itself a task calling for careful management and expert knowledge of shipping and shipbuilding. It will give an indication of the volume of work involved in this connection if it is stated that the total expenditure during the past two and a-half years on various classes

of repairs has exceeded £25,000,000. The negotiation of the sales of Government-owned merchant vessels was, thanks to the intervention of Lord Inchcape, made much more easy than would otherwise have been the case.

SHIPBUILDING.

The shipbuilding situation was an awkward one. The sudden ending of the war found the Ministry with the control of a huge shipbuilding scheme, which as most of the ships under construction were part of the war programme and were not well adapted for ordinary trading requirements, were obviously not required. There was also the recognition by the Ministry that shipbuilding more perhaps than any other industry is a highly technical business which is best left to private enterprise. The exact position was that when the war ended the Government had about 600 ships on order, and of these, owing to the state of the work, it was only found possible to cancel the contracts for more than 130 ships. In all 821 vessels came under the scheme of the Shipping Controller, and had been ordered either at home or abroad. Of these 279 were transferred to private owners after the armistice, but from first to last over 400 vessels were built to the order of the Ministry, and those which survived the submarine campaign, and most of them were disposed of to private owners. Then there were the ill-fated National Shipyards which had to be sold under circumstances which are now familiar to most people, the liquidation of the concrete shipbuilding programme under which we were committed to an expenditure of £8,000,000, the settlement of the scheme of shipyard extension grants, and the sales of material which had been accumulated for the hulls of fabricated ships. The shipbuilding business was a huge business undertaking, and it was only subsidiary to the main work of the Ministry which had been that of providing tonnage for transport under conditions of growing stringency. The task of shedding these huge responsibilities called for the exercise of expert knowledge of the business involved, financial judgment, and the quality of tact.

PRESENT POSITION.

Even to-day, when the Ministry is in the official sense coming to an end, there is a vast amount of work remaining to be done in the liquidation of the business of controlling and managing through agents about 75 per cent. of the world's shipping in addition to all the other auxiliary activities which have been indicated. This work will be done through the Board of Trade. It would, however, be an omission to allow the Ministry to pass without placing on record the sense of the shipping industry that thanks to Sir Joseph Maclay and the loyal co-operation he obtained from a large number of experts in shipping, whose efforts were in this case at least ably seconded by the civil servants who conducted the administrative side, the Ministry of Shipping was the best managed of all the Government war departments. There is only this to add: There is reason to believe that when the full accounts are disclosed for public information and criticism and its history written, the record will be one of which those engaged in the service of the Ministry may have legitimate pride.

It was reported recently that a Japanese steamer had been seized at an American port because she had intoxicating liquor on board. A question recently rose as to seizing British ships for the same offence under the Prohibition Laws. It is now stated that as a result of conferences between the British Embassy at Washington and representatives of the various shipping interests with the State Department, the Department of Justice will be approached with a view to securing a modification of the recent ruling under Prohibition Laws which would have the effect of barring vessels with intoxicating liquors on board from all United States ports. Embarrassing complications might arise, says the Washington correspondent of the *New York Times*, if efforts were made to apply this ruling to foreign ships, but the Assistant Secretary of the Treasury announced at the beginning of March that, pending the outcome of the conference with the Government's legal advisers, no action be taken under the Prohibition Laws. In this case it is strange that the Japanese vessel has been seized. Possibly, the legal advisers of the Government have now decided to put the law in operation.

VISCOUNT AND GEISHA.

IMPERIAL GARDEN PARTY.

LATEST DREAFFUL SCANDAL.

Japan is evidently going, as Mr. Mantalini would have expressed it, to the demitition bow-wow! The latest dreadful scandal is in connection with the Imperial Cherry-viewing party a week or so ago. It is said that a certain Viscount took with him a lady who was not, as his companions should have been, the Viscountess, but a geisha, and it is said that she behaved in an unseemly manner, though this can hardly be believed, since department is one of the essentials of a geisha's education. It is rather surprising, however, after General Takayanagi's relegation to the waiting list for having given Imperial cigarettes to a geisha, that the Viscount should be so bold. However, the trouble did not end there. It is well known that when Commodore Perry came to Japan there were conveyed to this land some of the germs that cause their victims to acquire souvenirs, and it is said that at Imperial banquets it is not uncommon for guests to express their admiration by pocketing spoons and forks. This is done, of course, in a perfectly decorous way that attracts no attention. At the Cherry-viewing party, however, decorum was not so strictly observed. The propriety of taking cutlery not being officially recognised, this abstraction has to be effected unostentatiously, but it is quite different when it comes to cakes. On the subject of cakes the etiquette of the East is quite different from that of the West. In the West it is quite in order to eat as much cake as the guest has the capacity for holding, but it has to stop there. In the East, one should eat as little cake as possible and carry the rest home. There are tales of big madmen cakes and even of ice puddings disappearing into capacious sleeves. The Eastern way has its good points. Those who did not come to the entertainment are not left entirely out, as they have the spoils that are brought back. This is what caused the worst of the unseemliness at the Cherry-viewing party. Ladies anxious to achieve the felicity of giving their children cakes from the Imperial table are said to have scrambled for them as though they were getting on to a tram-car in the rush hour, and some are said to have got much more than their share.

Perhaps this should only be taken as evidence that the artificial distinctions between the sexes and the unnatural repression of feminine self-expression are dying out in Japan. But the *Chuo* (the Government paper) does not regard the matter by any means so optimistically as this. "The recent unseemly conduct on the part of some of the visitors to the Imperial garden party," it says, "reminds us of the lack of social morality among the Japanese people which manifests itself at every turn. This shows in an unmistakable manner the unsatisfactory growth of social morality in the country and it is desirable that everything should be done to cultivate this important virtue among the people. It is an anomalous state of affairs that Japanese, who are individually and at home men of faultless and impeccable manners, are liable to behave in an unbecoming manner in public places. This is not due to the inferior quality of the Japanese as a people but may be largely attributed to the peculiar atmosphere in which the nation was brought up during feudal times. It is necessary that this national weakness be rectified and the growth of social morality encouraged, as otherwise this shortcoming will seriously militate against the reputation of Japan and the Japanese in the eyes of the world. The utmost care should be paid by educationists in the cultivation of social morality among the rising generation as otherwise the appellation 'a country of gentlemen,' as Japan is frequently called by her sons, will become a deplorable misnomer." — *Japan Chronicle*.

Despite the efforts of the Government, unemployment in the United Kingdom continues to increase. On March 18 the total of men, women, boys, and girls out of work reached 1,375,900 as against 855,526 on January 7. Over £1,000,000 is being paid weekly in unemployment doles.

DAIRY FARM NEWS.

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Fillets,
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 Kippers.

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REGENT'S PARK BANDITS.

REVOLVER HOLD-UP!

£2,300 PENSIONS LOOT.

The whole available detective force in London is searching for the authors of an audacious daylight armed robbery in Regent's Park London.

Three men with revolvers stopped a motor van, in the park, threatened the driver and three occupants with death if they raised an alarm, and after driving away looted the vehicle of about £2,300 in Treasury notes. They left behind them £300 or £400 in silver.

A light Ford motor van, hired by the Ministry of Pensions left the Pensions Office in Regent's Park for Acton with £2,600 to pay the wages of the local clerks. Herbert Frederick Rand was the driver, and accompanying him were Mr. Grant, cashier, Mr. Miller, his assistant, and Ernest Savage, a messenger employed at the Pensions Office.

Just before the van reached York Gate, on the inner circle route leading to Marylebone-road, three men who had been loitering near there and who, it is said, had been seen in the park for two or three days before, stopped the van. One of them asked the driver the way to the Pensions Office and at the same time raised a revolver at him and told him not to make a noise. The other two men, both of whom, it is said, were armed, went to the back of the van and peremptorily ordered the three other occupants to leave, which they immediately did.

Then the three bandits entered the van, and the driver, with a revolver raised at his neck, was ordered to drive to Russell-square. On reaching the square Rand was told to get out of the van, which was then driven off by the robbers in the direction of Euston. Shortly afterwards the van was found abandoned in Morden, burg-square, Bloomsbury. The £2,300 in Treasury notes had disappeared, but over £300 in silver, which was presumably too heavy to carry away, was left in the van.

Meanwhile one of the three employees who had been driven out of the van at Regent's Park informed the police by telephone of the extraordinary occurrence, and Rand himself also communicated with the police as soon as he was liberated at Russell-square.

CHINA'S CHAOS.

CIVIL WAR?

PROPOSED EXPEDITION AGAINST DR. SUN.

Peking, May 6.—With regard to the situation at Canton and the proposed expedition against Dr. Sun Yat-sen, it is stated that various members of the Provincial Assembly and representatives of the Gentry and Militarists of Kwangtung recently telegraphed to the Central Government, while others came themselves to Peking, to ask the Government to send an expedition against Dr. Sun Yat-sen. The Government, however, as already announced, desires to avoid civil war, and so nothing has been done in this respect.

Mr. T. R. Brown, J.C.E., M.M.E., who left property valued at £21,511, bequeathed the residue of his estate to various charitable organisations.

Eastbourne, Sussex, was the scene of a tragedy. In the presence of his 12-year-old son, Leonard J. Horne quarrelled with his wife at the tea-table; and seizing a sporting gun mortally wounded her. He then committed suicide.

SUPERSTITIONS.

LOVE AND DAISIES.

Probably most people have, at some period of their lives—when they were young and not so foolish as they are now—plucked a daisy and, thinking of one of the opposite sex, picked the petals of the flower one by one saying at the same time "He loves me, he loves me not" if the last petal picked coincides with "he loves me," all is well, if with "he loves me not" all is wrong. There are several modifications of this superstition of daisy picking, but this is the most common one and it is very wide-spread. Empires have risen and vanished away, civilisations have flourished and decayed to be succeeded by new ones, since boy and girl first sought to know the hearts of their loved ones by plucking the petals of the daisy and still the practice goes on. The very name of the flower chosen for this incantation is significant of the origin of the superstition—day's eye, anglo-saxon daises eage—that is the sun, and looking at the daisy the reason of its being so named is apparent. Now Freya, the goddess of love in the old Scandinavian mythologies and whose cult spread over northern Germany, had according to some of the legends, her home in the sun; and she thus became associated in the minds of her worshippers with the daisy—the flower-sun. Therefore it was most fitting to consult the daisy upon matters of love.

The almanac of Freya have long crumbled to dust; but young men and maidens still consult her symbolic flower to learn the hearts of their loved ones believing, in the words of the popular song, that "Every daisy in the dell knows the secret, knows it well."

For the first time in history Chinese girls will take part in the Far Eastern version of the Olympic Games. In the Western countries girls are familiar on the athletic fields and in the swimming tanks, even competing for world honours. In the Philippine Islands every school and organisation has its girls' indoor baseball team and the young Filipinos take great interest in all varieties of athletics. Chinese girls have taken part in athletic action in the Far East. This year at the Olympics over 500 Chinese girls will take part in a programme of games demonstration. There will be 30 different groups, each group demonstrating some modern form of recreation.

There seems to be no end to the tinkering with the tariffs in Japan. The *Mainichi* informs us that, owing to the many and great changes in prices and markets, the present tariff has become almost absurd, says the *Japan Chronicle*. It could hardly be more absurd than it always was. Anyhow, there are to be changes, and we are promised by this time next year a thorough reform. It is hardly to be expected that the new tariff will be any more reasonable than the old. All the recent reforms have been in the direction of making things worse instead of better. There are even duties on steel which are calculated to handicap every industry in Japan—except the absurd one of steel-making, now almost confined to Government foundries, which, with all their protection, lose immense sums every year. The new duties are to be mostly specific, which will doubtless save disputes and may save a good many faded grooves.

VALSPAR BRONZE BOTTOM PAINT

A PERFECT ANTI-FOULING COMPOUND.

SOLE AGENTS:-

HOLLAND PACIFIC TRADING COMPANY, LTD., HONGKONG.

BANKS

THE CHARTERED BANK
INDIA, AUSTRALIA & CHINA

INCORPORATED BY ROYAL CHARTER
1853
HEAD OFFICE LONDON

PAID-UP CAPITAL	£3,000
RESERVE FUND	15,600
RESERVE LIABILITY OF			
PROPERTIES	£3,000

FOREIGN EXCHANGER and General Banking business transacted.
CURRENT ACCOUNTS opened
FIXED DEPOSITS received for 1 or shorter periods at rates which will quoted on application.
A. H. FERGUSON
Acting Manager
Hongkong, February 22, 1921.

THE CHINA SPECIE BANK LIMITED.

HEAD OFFICE:
St. George's Building, Hongkong

Chairman of board of directors
Mr. Wong Shiu Ham.
Chief Manager Mr. L. S. Ho

Asst. Manager Mr. R. T. WONG
Sole Agent Mr. I. P. ALLEN

Foreign exchange and general bank
business transacted.

Current, Savings, and Fixed de-
posit accounts at rates of 3%, 4% and
5% per annum respectively.

L. S. HOLMES
Chief Manager

Hongkong, October 2, 1920.

BANQUE DE L'INDO-CHINE
(FRENCH BANK.)

HEAD OFFICE:
1511, Rue LaSalle, Paris.

SUBSCRIBED CAPITAL - Fr. 73,000,000
PAID UP CAPITAL - Fr. 38,000,000
RESERVE FUNDS - Fr. 63,947,575

BRANCHES:

Rangoon	Hongkong	Saigon
Batambang	Manille	Shanghai
Canton	Nagasaki	Singapore
Djibouti	Papeete	Tientsin
Hankow	Peking	Tourane
Hanoi	Poon-Tschu	
	Yokohama	

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris and des Pays; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Bank of London and the South; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Full description of banking and exchange business transacted.

Y. MARSTO,
Acting Manager
Hongkong, Nov. 1, 1920.

THE CHINESE MERCHANTS BANK, LTD

HEAD OFFICE:
Alexandra Buildings, Charter Street

General Banking and Exchange business transacted.

Loans granted on approved security.
Current Accounts opened and Deposits received at rates which are ascertainable on application.
The Bank also conducts a Shipping Department.

R. C. LAU,
Chief Manager
Hongkong, Aug. 17, 1920.

BANK OF CHINA LIMITED

**HEAD OFFICE
HONGKONG.**

FOREIGN EXCHANGE
General Banking Business transacted.
CURRENT ACCOUNTS

and FIXED DEPOSITS receive
INTEREST ON FIXED DEPOSITS.
 For 3 Months 3% per annum
 For 6 Months 4% per annum
 For 12 Months 4½% per annum
LOOK POONG SE
 Chief Manager
 Hongkong, April 28, 1920.

THE YOKOHAMA SPECIE BANK, LTD.
ESTABLISHED 1850.
CAPITAL (fully paid up) --- YEN 10,000,000
RESERVE FUND --- YEN 5,000,000
HEAD OFFICE---YOKOHAMA
BRANCHES AND AGENTS
BATAVIA
BOMBAY
BUENOS AIRES
CALCUTTA
CHANGHAI
HANKOW
NEWCASTLE
NEW YORK
OSAKA
PEKING
RANGOON

anking	DAILY NEWS (MILWAUKEE)	SALOON
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	HANNOVER	SHUTTLE
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	KOBE	SHERMAN
mm	LONDON	STERN
	LOS ANGELES	TIMES
mm:	LYONS	TOKYO
l	MANTUA	THE LANCET
age	MARAZZI	THOMPSON
		VILLAGE

Interest allowed on Current Accounts
Deposits received for fixed periods
to be obtained on application.

T. KENNEDY,
Manager.

Shanghai, May 14, 1921.

